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stop for trains on a highway, and to think that the interstate system is the same or less capable of handling speed and is more dangerous than our highway system is something that, frankly, I don't understand. In all fairness to senators who have supported this concept, I do realize that sometime ago that there was a controversy about the interstate speed limit itself. Sometime ago, several months, there was a few letters to the editor, maybe a story or two that talked about, well, it's just too fast and we ought to lower the speed limit from 75 to 65 from, I believe one of the ideas was from York to Omaha, and I believe the point system as well as the fine system, of which I have an amendment filed to, was a response to that controversy, but that controversy has since subsided. It's a solution to where there is no longer, frankly, a problem. If there is a problem, and I would admit that there is an abuse of our speed limits on the interstate system, even in Omaha, it is an enforcement problem. It's an enforcement problem. When the police department and the highway patrol has decided to go for a zero tolerance or whatever they talk about when there are intensive enforcement times, they had this earlier in the year, the average speed on the interstate had decreased. When they let off, the speed increased. It's an enforcement problem. You are not going to lower speeds, you are not going to lower the average speed limit by charging them 20 or 30 or 50 more dollars. That's not the solution. The solution is enforcement and, frankly, and to have a two-tier system to where it is more...that we treat the interstate as an extra dangerous place versus our highways is something that I don't understand. I received a call from a constituent in my district, heaven knows how they come to learn of these amendments and so forth but, frankly, the attitude of this individual is that this smacks of discrimination against Omaha. Here we go again. The people who don't have interstates in their districts, we are not going to increase their fines. We're not going to increase their penalty but, boy, let's go after the interstate, let's go after Omaha. When someone is driving from Colorado, from Denver to Chicago, they don't drive Highway 92. They drive I-80. Is this another source of income for the state? Well, since more out-of-state people use the interstate, hey, maybe we can nab some more money. I mean, come on, if we're going to talk about safety, and that is what our fine structure should be, that's what our enforcement system should be based on, let's look at the